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25X1

1. Hungarian coal mining is under the Coal Mining Management of the Ministry of Heavy Industries. The present manager is Alajos Tihanyi. Soviet as well as Hungarian Communist leaders are fully satisfied with his activities.
2. Production problems are dealt with by the Coal Mining Research Institute. Two successful chiefs of this institute are [redacted] Andreas Balass and Francis Martos, both engineers. Trial mining in new mines is being carried out by a "Pit Trust" which is a State enterprise, set up completely according to the Soviet pattern. The manager at present is Chief engineer Alexander Krauss.

25X1

3. [] the Dorog Mining Machinery Factory at Dorog [] The manager of this plant at present is Julius Toth. It is characteristic of Hungarian coal production that ever since the very beginning of the Soviet Occupation the heaviest pressure has been exercised by the authorities, in order to increase production. By the beginning of 1945 the daily production in the country had been around 400 railroad cars; by the end of the same year this output increased to a daily 1,700 carloads. The reconstruction of the coal mines had been carried out within the Three Year Plan. Nevertheless, in 1949, although no major investments had been completed, the efforts of Hungarian mining engineers and miners produced 11,800,000 tons.

25X1

SEE LAST PAGE FOR SUBJECT & AREA CODES

25X1

25X1

SECRET

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SECRET

-2-

4. Countrywide scheduled production for 1953 and 1954 of Hungarian coal mines, together with previous yearly productions are:

1947	production	8,800,000 tons
1948	"	10,600,000 "
1949	"	11,800,000 "
1950	"	13,100,000 "
1951	"	15,120,000 "
1952	"	18,600,000 "
1953	scheduled	23,450,000 "
1954	originally scheduled	18,500,000 "
1954	revised schedule	27,500,000 "

5. Soviet demands can be compared to a bottomless pit because they would like to raise production in Hungary, by the end of the Second Five Year Plan, to 45,000,000. This, considering the number of miners and present mechanical equipment, will be unattainable. Russian and Hungarian Communist hopes are pinned on increased mechanization. This certainly will result in an increase to some extent. On the other hand if these tremendous results are to be achieved solely by the more economic use of the present machinery, failure is bound to come. An increase in the number of miners can only be slight and even so a great number of female workers must be drafted into the mines because up to the present date too many farmhands have been drafted into the mines. Furthermore, according to all sorts of promises, the necessary man power must be left in agriculture to secure the food supply of the country. No miners can be drafted from the industry since there is a man power shortage in that field. At present mechanization of shipping, loading and production is going on, while mechanization of filling up old sites is completely neglected.
6. It is planned to increase the digging of underground shafts by using Hungarian-produced "F-4" type mining drills. Now, these are used only when there are more than 2 meter wide coal-layers. Important parts of this machinery are: caterpillar undercarriage; automatic starter and motor; drilling head (resembling a cannon-barrel); and a loading device built on the undercarriage. The driller works both vertically and horizontally to a height of 2.2 meters, and horizontally 2.7 meters. Large scale competitions had to be arranged in order to try out the efficiency of this machinery. The best results were achieved at Varpalota, where a corridor 26 meters long was drilled with this equipment. This machinery also is scheduled to be used for efficient drilling. Here up to now the Russian combine "Donbass" had been employed. This was not manufactured in Hungary; all such machinery came from the USSR.
7. The "F-4" and the "Donbass" are so-called universal mining machine tools which produce and load at the same time. There are, however, machines in the Hungarian mines (and until now these were in the majority) which can perform one task only. Among these are "SZ-153" type loading machines, and various "slicing" machines which mechanize production to some extent.
8. In Hungary, to date, serious results have been achieved by mechanization in the shipping field only, which is 50 percent mechanized. Other mechanization in Hungarian mining industry is rather on a trial basis and more or less only "representative." By the end of 1953, 1.4 percent of the production and 2.3 percent of loading had been achieved. Those who judge by the newspaper articles and propaganda, will be greatly misled.
9. The main cause of the lag in the scheduled mechanization of the mining industry is the failure in the production of mining machinery. Factories manufacturing these machines are unable to cope with the demand for modern machinery and very often cannot even find time to repair and maintain the present stock of

SECRET

SECRET

25X1

-3-

machinery. An improvement in the situation can only be expected in years to come, and even then only if a new modern Hungarian mining machinery plant can be erected within the Second Five Year Plan. There are not enough imported Soviet machines to achieve any improvement. Some improvements are made, however, by giving the miners modern drilling and mining machine tools instead of hand tools.

10. The Soviets and their Hungarian Communist Satellites allege (very often disregarding all reasonable economic estimates) that the number of productive individuals is not in ratio with production capacity as it was calculated in the course of prospecting the mines. The Soviets find the ratio of coal miners too low when compared to the number of all other workers in the mining industry. It is only 28 percent, i.e., not even one-third. The Soviets and their Hungarian henchmen are, however, interested in one thing only: to produce the most within the shortest time with the least man power. They consider all other estimates pure bunscombe. At present one miner's output for one technical section (shift) is 1 ton, in underground sections (shift) 1.5 tons.
11. Investments are being carried out on a large scale in two mines: at Komló and Buda. The latter is scheduled for improvement by the beginning of 1954 to the effect that at least 200 carloads of coal be produced. In order to attract workers, the authorities have furnished 2,000 new apartments for miners and have provided for the accommodation of 1,400 miners at various miners' hotels. All this, however, does not change the situation of Hungarian miners who are desperate on account of exploitation. It should be mentioned that the miners are still tied with the Russian "Donbass" combine, which is very brittle and breaks easily; there are few other parts, and altogether it is of very low quality. It could be used only in rich, thick coal layers which is seldom found in Hungarian mines. On the other hand the Hungarian invention "F-4" mining machine gives full satisfaction. The inventor of this machine tool is engineer Zoltán Ajtay.

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This machinery

25X1

"representative."

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